

July 1998  
Projected Demand

<u>7/1/98</u>	<u>Summary</u>	<u>Scenario Modeled</u>	<u>Prod. Factor =</u>	<u>5.3%</u>				
	<u>Ameritech</u>	<u>BA</u>	<u>NYNEX</u>	<u>BS</u>	<u>SBC</u>	<u>PAC</u>	<u>USW</u>	<u>Citizens</u>
<b>Revenues</b>								
<b>Usage</b>	\$568,082,881	\$674,059,385	\$1,475,438,575	\$1,103,827,662	\$519,996,818	\$388,107,817	\$830,921,901	\$113,075,155
<b>PSL</b>	\$409,301,803	\$542,709,396	\$413,105,695	\$500,851,291	\$348,042,015	\$252,941,905	\$351,751,232	\$15,237,789
<b>EUCL</b>	\$1,028,428,256	\$1,169,600,473	\$1,014,725,081	\$1,316,981,464	\$817,039,782	\$772,338,222	\$887,584,241	\$45,319,452
<b>Sub Total</b>	\$2,005,812,939	\$2,386,369,253	\$2,903,269,351	\$2,921,660,416	\$1,685,078,614	\$1,413,387,945	\$2,070,257,374	\$173,632,396
<b>Other Interstate Access</b>	\$639,433,065	\$796,913,053	\$589,825,895	\$717,631,502	\$626,210,573	\$395,020,413	\$527,757,244	\$19,255,805
<b>Total Access</b>	\$2,645,246,005	\$3,183,282,307	\$3,493,095,245	\$3,639,291,918	\$2,311,289,187	\$1,808,408,357	\$2,598,014,618	\$192,888,201
<b>PC Reduction</b>	\$70,612,316	\$84,974,682	\$93,244,842	\$97,147,423	\$61,697,658	\$48,273,734	\$69,351,520	\$5,148,966
<b>TIC Reduction Complete</b>	TIC Eliminated					TIC Eliminated		
<b>Universal Service Obligation</b>								
<b>Net USF Funding</b>	\$148,193,081	\$153,636,762	\$159,922,460	\$181,460,360	\$108,494,002	\$111,692,269	\$116,993,085	\$9,066,126
<b>Access Flowback</b>	\$118,064,945	\$118,705,193	\$134,197,948	\$153,831,685	\$85,383,009	\$96,533,556	\$95,476,396	\$8,096,272
<b>Rates</b>								
<b>EUCL</b>								
<b>SL Res/Bus</b>	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
<b>2nd Line/Home</b>	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
<b>MLB</b>	\$5.42	\$6.00	\$7.41	\$7.93	\$6.56	\$5.33	\$7.29	\$7.28
<b>BFP</b>	\$5.42	\$6.00	\$7.41	\$7.93	\$6.56	\$5.33	\$7.29	\$7.28
<b>PSL</b>								
<b>SL Res/Bus</b>	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
<b>2nd Line/home</b>	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
<b>MLB</b>	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$3.56	\$4.50	\$4.50
<b>Orig MOU</b>	\$0.0118	\$0.0127	\$0.0334	\$0.0250	\$0.0187	\$0.0097	\$0.0210	\$0.0528
<b>Term MOU</b>	\$0.0100	\$0.0081	\$0.0175	\$0.0087	\$0.0091	\$0.0097	\$0.0103	\$0.0390
<b>Average MOU Rate</b>	\$0.0108	\$0.0101	\$0.0247	\$0.0160	\$0.0134	\$0.0097	\$0.0151	\$0.0452

July 1998  
Projected Demand

<u>7/1/98</u>						
	<u>GTE</u>	<u>Alliant (Lincoln)</u>	<u>Frontier (Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
<b>Revenues</b>						
<b>Usage</b>	\$1,211,614,045	\$11,607,267	\$55,529,594	\$163,862,581	\$449,069,276	\$7,565,192,957
<b>PSL</b>	\$357,984,104	\$5,822,896	\$18,254,093	\$46,182,601	\$136,352,304	\$3,398,537,123
<b>EUCL</b>	\$1,007,134,471	\$13,797,808	\$47,140,061	\$118,600,701	\$379,959,355	\$8,618,649,365
<b>Sub Total</b>	\$2,576,732,620	\$31,227,971	\$120,923,748	\$328,645,883	\$965,380,935	\$19,582,379,445
<b>Other Interstate Access</b>	\$352,613,072	\$5,017,325	\$19,753,405	\$66,437,785	\$176,631,832	\$4,932,500,968
<b>Total Access</b>	\$2,929,345,692	\$36,245,295	\$140,677,153	\$395,083,668	\$1,142,012,767	\$24,514,880,413
<b>PC Reduction</b>	\$78,196,086	\$967,534	\$3,755,242	\$10,546,381	\$30,484,940	\$654,401,325
<b>TIC Reduction Complete</b>	TIC Eliminated		TIC Eliminated		TIC Eliminated	
<b>Universal Service Obligation</b>						
<b>Net USF Funding</b>	\$142,974,474	\$2,064,844	\$4,707,149	\$20,634,556	\$56,967,333	\$1,216,806,500
<b>Access Flowback</b>	\$126,392,919	\$1,860,632	\$4,165,110	\$17,525,050	\$49,263,966	\$1,009,496,680
<b>Rates</b>						
<b>EUCL</b>						
<b>SL Res/Bus</b>	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
<b>2nd Line/Home</b>	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
<b>MLB</b>	\$8.29	\$5.50	\$6.12	\$7.36	\$7.16	\$6.68
<b>BFP</b>	\$8.29	\$5.50	\$6.12	\$7.36	\$7.16	\$6.80
<b>PSL</b>						
<b>SL Res/Bus</b>	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
<b>2nd Line/home</b>	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
<b>MLB</b>	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$4.38
<b>Orig MOU</b>	\$0.0353	\$0.0199	\$0.0291	\$0.0262	\$0.0296	\$0.0235
<b>Term MOU</b>	\$0.0172	\$0.0148	\$0.0158	\$0.0142	\$0.0149	\$0.0104
<b>Average MOU Rate</b>	\$0.0253	\$0.0171	\$0.0218	\$0.0196	\$0.0215	\$0.0163

July 1999  
Projected Demand

<u>7/1/99</u>	Summary	Scenario Modeled	Prod. Factor =	5.3%				
	<u>Ameritech</u>	<u>BA</u>	<u>NYNEX</u>	<u>BS</u>	<u>SBC</u>	<u>PAC</u>	<u>USW</u>	<u>Citizens</u>
<b>Revenues</b>								
<b>Usage</b>	\$598,727,675	\$664,767,227	\$1,250,904,950	\$801,645,015	\$431,723,940	\$409,742,497	\$661,833,077	\$56,320,188
<b>PSL</b>	\$350,097,589	\$507,556,795	\$630,524,243	\$768,337,225	\$403,078,100	\$213,999,706	\$495,587,583	\$24,152,655
<b>EUCL</b>	<u>\$1,073,850,014</u>	<u>\$1,237,040,078</u>	<u>\$1,078,710,852</u>	<u>\$1,393,674,726</u>	<u>\$864,961,914</u>	<u>\$805,391,586</u>	<u>\$939,617,340</u>	<u>\$48,156,430</u>
<b>Sub Total</b>	\$2,022,675,278	\$2,409,364,099	\$2,960,140,045	\$2,963,656,966	\$1,699,763,955	\$1,429,133,788	\$2,097,038,000	\$128,629,272
<b>Other Interstate Access</b>	<u>\$684,193,380</u>	<u>\$852,696,967</u>	<u>\$631,113,707</u>	<u>\$767,865,707</u>	<u>\$670,045,313</u>	<u>\$422,671,842</u>	<u>\$564,700,251</u>	<u>\$20,603,711</u>
<b>Total Access</b>	\$2,706,868,658	\$3,262,061,066	\$3,591,253,753	\$3,731,522,673	\$2,369,809,268	\$1,851,805,630	\$2,661,738,251	\$149,232,984
<b>PC Reduction</b>	\$72,257,274	\$87,077,605	\$95,865,090	\$99,609,435	\$63,259,796	\$49,432,183	\$71,052,561	\$5,295,360
<b>TIC Reduction Complete</b>	TIC Eliminated	TIC Eliminated		TIC Eliminated		TIC Eliminated	TIC Eliminated	
<b>Universal Service Obligation</b>								
<b>Net USF Funding</b>	\$215,141,138	\$220,008,737	\$154,670,531	\$41,033,141	\$83,399,688	\$198,195,192	\$54,637,836	(\$49,139,351)
<b>Access Flowback</b>	\$170,487,626	\$169,466,471	\$129,615,148	\$34,717,145	\$65,460,297	\$170,643,661	\$44,486,890	(\$43,844,727)
<b>Rates</b>								
<b>EUCL</b>								
<b>SL Res/Bus</b>	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
<b>2nd Line/Home</b>	\$5.40	\$5.97	\$6.14	\$6.14	\$6.14	\$5.31	\$6.14	\$6.14
<b>MLB</b>	\$5.40	\$5.97	\$7.38	\$7.90	\$6.53	\$5.31	\$7.26	\$7.25
<b>BFP</b>	\$5.40	\$5.97	\$7.38	\$7.90	\$6.53	\$5.31	\$7.26	\$7.25
<b>PSL</b>								
<b>SL Res/Bus</b>	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27
<b>2nd Line/home</b>	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54
<b>MLB</b>	\$3.45	\$4.54	\$6.12	\$6.12	\$5.02	\$3.01	\$6.12	\$6.12
<b>Orig MOU</b>	\$0.0099	\$0.0080	\$0.0268	\$0.0117	\$0.0089	\$0.0095	\$0.0101	\$0.0222
<b>Term MOU</b>	\$0.0099	\$0.0080	\$0.0140	\$0.0086	\$0.0089	\$0.0095	\$0.0101	\$0.0175
<b>Average MOU Rate</b>	\$0.0099	\$0.0080	\$0.0198	\$0.0100	\$0.0089	\$0.0095	\$0.0101	\$0.0196

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<u>7/1/99</u>						
	<b>GTE</b>	<b>Aliant (Lincoln)</b>	<b>Frontier (Rochester)</b>	<b>SNET</b>	<b>Sprint</b>	<b>Total</b>
<b>Revenues</b>						
<b>Usage</b>	\$785,370,587	\$12,253,332	\$45,904,975	\$138,134,460	\$267,304,024	\$5,942,127,435
<b>PSL</b>	\$555,035,496	\$0	\$14,858,316	\$70,970,407	\$192,088,221	\$4,226,286,335
<b>EUCL</b>	\$1,066,725,914	\$14,427,275	\$49,995,836	\$125,564,302	\$403,097,746	\$9,101,214,012
<b>Sub Total</b>	\$2,407,131,997	\$26,680,606	\$110,759,127	\$334,669,168	\$862,489,990	\$19,269,627,781
<b>Other Interstate Access</b>	\$377,295,987	\$5,368,538	\$21,136,143	\$71,088,430	\$188,996,060	\$4,503,982,907
<b>Total Access</b>	\$2,784,427,983	\$32,049,144	\$131,895,271	\$405,757,598	\$1,051,486,050	\$23,773,610,689
<b>PC Reduction</b>	\$80,265,035	\$988,422	\$3,850,246	\$10,831,312	\$31,265,382	\$671,049,700
<b>TIC Reduction Complete</b>	TIC Eliminated		TIC Eliminated		TIC Eliminated	TIC Eliminated
<b>Universal Service Obligation</b>						
<b>Net USF Funding</b>	(\$222,423,696)	(\$6,163,391)	(\$12,340,851)	\$14,731,990	(\$119,763,242)	\$571,987,722
<b>Access Flowback</b>	(\$196,357,710)	(\$5,540,298)	(\$10,907,022)	\$12,488,688	(\$103,429,809)	\$471,675,592
<b>Rates</b>						
<b>EUCL</b>						
<b>SL Res/Bus</b>	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
<b>2nd Line/Home</b>	\$6.14	\$5.48	\$6.10	\$6.14	\$6.14	\$5.96
<b>MLB</b>	\$8.25	\$5.48	\$6.10	\$7.33	\$7.13	\$6.65
<b>BFP</b>	\$8.25	\$5.48	\$6.10	\$7.33	\$7.13	\$6.78
<b>PSL</b>						
<b>SL Res/Bus</b>	\$1.27	\$0.00	\$1.27	\$1.27	\$1.27	\$1.27
<b>2nd Line/home</b>	\$2.54	\$0.00	\$2.54	\$2.54	\$2.54	\$2.54
<b>MLB</b>	\$6.12	\$0.00	\$0.77	\$6.12	\$4.95	\$4.93
<b>Orig MOU</b>	\$0.0158	\$0.0146	\$0.0156	\$0.0184	\$0.0108	\$0.0125
<b>Term MOU</b>	\$0.0123	\$0.0146	\$0.0156	\$0.0126	\$0.0108	\$0.0099
<b>Average MOU Rate</b>	\$0.0139	\$0.0146	\$0.0156	\$0.0152	\$0.0108	\$0.0111

July 2000  
Projected Demand

<u>7/1/00</u>	Summary	Scenario Modeled	Prod. Factor =	5.3%				
	<u>Ameritech</u>	<u>BA</u>	<u>NYNEX</u>	<u>BS</u>	<u>SBC</u>	<u>PAC</u>	<u>USW</u>	<u>Citizens</u>
<b>Revenues</b>								
<b>Usage</b>	\$631,243,976	\$701,041,628	\$1,030,917,778	\$758,501,606	\$455,226,886	\$432,725,618	\$696,558,486	\$53,065,552
<b>PSL</b>	\$287,203,216	\$422,504,859	\$807,255,275	\$733,052,964	\$334,010,999	\$173,262,573	\$407,121,540	\$0
<b>EUCL</b>	<u>\$1,114,333,503</u>	<u>\$1,286,342,574</u>	<u>\$1,152,281,429</u>	<u>\$1,481,537,548</u>	<u>\$905,664,548</u>	<u>\$836,794,817</u>	<u>\$997,952,776</u>	<u>\$51,380,141</u>
<b>Sub Total</b>	\$2,032,780,694	\$2,409,889,061	\$2,990,454,483	\$2,973,092,117	\$1,694,902,433	\$1,442,783,008	\$2,101,632,801	\$104,445,693
<b>Other Interstate Access</b>	<u>\$732,086,916</u>	<u>\$912,385,755</u>	<u>\$675,291,667</u>	<u>\$821,616,307</u>	<u>\$716,948,485</u>	<u>\$452,258,870</u>	<u>\$604,229,269</u>	<u>\$22,045,971</u>
<b>Total Access</b>	\$2,764,867,610	\$3,322,274,816	\$3,665,746,150	\$3,794,708,424	\$2,411,850,918	\$1,895,041,878	\$2,705,862,070	\$126,491,664
<b>PC Reduction</b>	\$73,805,501	\$88,684,954	\$97,853,593	\$101,296,118	\$64,382,057	\$50,586,334	\$72,230,404	\$4,040,028
<b>TIC Reduction Complete</b>	TIC Eliminated	TIC Eliminated		TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated
<b>Universal Service Obligation</b>								
<b>Net USF Funding</b>	\$219,666,359	\$224,889,420	\$158,785,072	\$45,654,385	\$86,469,674	\$201,984,102	\$57,922,457	(\$48,987,103)
<b>Access Flowback</b>	\$172,956,220	\$172,079,924	\$133,026,902	\$38,588,201	\$67,551,538	\$173,187,342	\$47,096,061	(\$43,695,392)
<b>Rates</b>								
<b>EUCL</b>								
<b>SL Res/Bus</b>	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
<b>2nd Line/Home</b>	\$5.38	\$5.95	\$7.30	\$7.30	\$6.50	\$5.28	\$7.23	\$7.22
<b>MLB</b>	\$5.38	\$5.95	\$7.35	\$7.87	\$6.50	\$5.28	\$7.23	\$7.22
<b>BFP</b>	\$5.38	\$5.95	\$7.35	\$7.87	\$6.50	\$5.28	\$7.23	\$7.22
<b>PSL</b>								
<b>SL Res/Bus</b>	\$1.80	\$1.80	\$1.80	\$1.80	\$1.80	\$1.78	\$1.80	\$0.00
<b>2nd Line/home</b>	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$0.00
<b>MLB</b>	\$1.17	\$2.21	\$7.79	\$4.20	\$2.17	\$1.52	\$2.73	\$0.00
<b>Orig MOU</b>	\$0.0097	\$0.0078	\$0.0158	\$0.0084	\$0.0088	\$0.0094	\$0.0099	\$0.0173
<b>Term MOU</b>	\$0.0097	\$0.0078	\$0.0138	\$0.0084	\$0.0088	\$0.0094	\$0.0099	\$0.0173
<b>Average MOU Rate</b>	\$0.0097	\$0.0078	\$0.0147	\$0.0084	\$0.0088	\$0.0094	\$0.0099	\$0.0173

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Projected Demand

<u>7/1/00</u>						
	<u>GTE</u>	<u>Aliant (Lincoln)</u>	<u>Frontier (Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
<b>Revenues</b>						
<b>Usage</b>	\$738,137,380	\$12,939,627	\$48,736,313	\$132,257,464	\$282,642,642	\$5,730,735,628
<b>PSL</b>	\$332,925,326	\$0	\$0	\$71,895,892	\$34,603,159	\$3,603,835,803
<b>EUCL</b>	\$1,135,341,827	\$14,958,624	\$51,859,455	\$133,562,003	\$428,058,189	\$9,590,067,433
<b>Sub Total</b>	\$2,206,404,533	\$27,898,251	\$100,595,768	\$337,715,359	\$745,303,990	\$18,924,638,864
<b>Other Interstate Access</b>	\$403,706,706	\$5,744,335	\$22,615,673	\$76,064,620	\$202,225,784	\$4,503,982,907
<b>Total Access</b>	\$2,610,111,239	\$33,642,586	\$123,211,441	\$413,779,979	\$947,529,774	\$23,428,621,771
<b>PC Reduction</b>	\$75,516,636	\$872,188	\$3,574,364	\$11,045,461	\$28,451,466	\$672,339,104
<b>TIC Reduction Complete</b>	TIC Eliminated		TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated
<b>Universal Service Obligation</b>						
<b>Net USF Funding</b>	(\$218,858,131)	(\$6,102,116)	(\$12,139,852)	\$15,152,668	(\$118,305,901)	\$606,131,035
<b>Access Flowback</b>	(\$193,089,317)	(\$5,467,534)	(\$10,690,192)	\$12,833,722	(\$102,065,328)	\$462,312,148
<b>Rates</b>						
<b>EUCL</b>						
<b>SL Res/Bus</b>	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
<b>2nd Line/Home</b>	\$7.30	\$5.45	\$6.07	\$7.30	\$7.11	\$6.62
<b>MLB</b>	\$8.22	\$5.45	\$6.07	\$7.30	\$7.11	\$6.63
<b>BFP</b>	\$8.22	\$5.45	\$6.07	\$7.30	\$7.11	\$6.75
<b>PSL</b>						
<b>SL Res/Bus</b>	\$1.80	\$0.00	\$0.00	\$1.80	\$0.54	\$1.71
<b>2nd Line/home</b>	\$2.78	\$0.00	\$0.00	\$3.61	\$0.00	\$3.27
<b>MLB</b>	\$0.00	\$0.00	\$0.00	\$5.94	\$0.00	\$2.69
<b>Orig MOU</b>	\$0.0122	\$0.0145	\$0.0155	\$0.0125	\$0.0107	\$0.0099
<b>Term MOU</b>	\$0.0122	\$0.0145	\$0.0155	\$0.0125	\$0.0107	\$0.0097
<b>Average MOU Rate</b>	\$0.0122	\$0.0145	\$0.0155	\$0.0125	\$0.0107	\$0.0098

Scenarios  
Historical Demand

Summary							Scenario Modeled								

July 1997  
Historical Demand

<u>7/1/97</u>	Summary		Prod. Factor =	5.3%				
	<u>Ameritech</u>	<u>BA</u>	<u>NYNEX</u>	<u>BS</u>	<u>SBC</u>	<u>PAC</u>	<u>USW</u>	<u>Citizens</u>
<b>Revenues</b>								
<b>Usage</b>	\$1,019,327,319	\$1,254,709,335	\$1,841,905,953	\$1,670,530,360	\$881,700,275	\$685,545,713	\$1,206,954,221	\$119,438,374
<b>PSL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>EUCL</b>	\$872,737,079	\$974,844,178	\$846,478,548	\$1,045,384,527	\$701,052,199	\$735,810,850	\$721,084,423	\$38,053,167
<b>Sub Total</b>	\$1,892,064,398	\$2,229,553,513	\$2,688,384,502	\$2,715,914,887	\$1,582,752,473	\$1,421,356,563	\$1,928,038,644	\$157,491,540
<b>Other Interstate Access</b>	\$539,618,940	\$672,516,641	\$497,755,342	\$605,610,770	\$528,460,451	\$333,358,577	\$445,375,474	\$16,250,015
<b>Total Access</b>	\$2,431,683,338	\$2,902,070,155	\$3,186,139,844	\$3,321,525,656	\$2,111,212,924	\$1,754,715,140	\$2,373,414,119	\$173,741,556
<b>PC Reduction</b>	\$112,500,000	\$97,842,239	\$90,433,531	\$42,699,672	\$36,157,651	\$46,937,408	\$146,420,212	\$5,380,124
<b>Universal Service Obligation</b>								
<b>Net USF Funding</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Access Flowback</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Rates</b>								
<b>EUCL</b>								
<b>SL Res/Bus</b>	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
<b>2nd Line/Home</b>	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
<b>MLB</b>	\$4.80	\$5.30	\$6.00	\$6.00	\$5.98	\$4.69	\$5.72	\$6.00
<b>BFP</b>	\$4.80	\$5.38	\$6.07	\$7.29	\$5.98	\$4.69	\$6.48	\$6.03
<b>PSL</b>								
<b>SL Res/Bus</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>2nd Line/home</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>MLB</b>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Orig MOU</b>	\$0.0213	\$0.0190	\$0.0334	\$0.0252	\$0.0232	\$0.0202	\$0.0233	\$0.0528
<b>Term MOU</b>	\$0.0213	\$0.0190	\$0.0334	\$0.0252	\$0.0232	\$0.0202	\$0.0233	\$0.0528
<b>Average MOU Rate</b>	\$0.0213	\$0.0190	\$0.0334	\$0.0252	\$0.0232	\$0.0202	\$0.0233	\$0.0528



July 1997  
Historical Demand

<u>7/1/97</u>						
	<u>GTE</u>	<u>Alliant (Lincoln)</u>	<u>Frontier (Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
<b>Revenues</b>						
Usage	\$1,573,068,393	\$18,068,892	\$72,879,744	\$204,918,130	\$578,572,492	\$11,127,619,199
PSL	\$0	\$0	\$0	\$0	\$0	\$0
<b>EUCL</b>	<b>\$812,152,070</b>	<b>\$11,374,515</b>	<b>\$39,548,370</b>	<b>\$98,754,545</b>	<b>\$313,991,748</b>	<b>\$7,211,266,219</b>
Sub Total	\$2,385,220,463	\$29,443,407	\$112,428,114	\$303,672,675	\$892,564,240	\$18,338,885,419
<b>Other Interstate Access</b>	<b>\$297,570,930</b>	<b>\$4,234,131</b>	<b>\$16,669,941</b>	<b>\$56,066,990</b>	<b>\$149,059,983</b>	<b>\$4,162,548,186</b>
<b>Total Access</b>	<b>\$2,682,791,393</b>	<b>\$33,677,538</b>	<b>\$129,098,054</b>	<b>\$359,739,664</b>	<b>\$1,041,624,223</b>	<b>\$22,501,433,605</b>
<b>PC Reduction</b>	<b>\$83,486,440</b>	<b>\$70,771</b>	<b>\$3,998,315</b>	<b>\$6,338,910</b>	<b>\$32,161,783</b>	<b>\$704,427,056</b>
<b>Universal Service Obligation</b>						
Net USF Funding	\$0	\$0	\$0	\$0	\$0	\$0
Access Flowback	\$0	\$0	\$0	\$0	\$0	\$0
<b>Rates</b>						
<b>EUCL</b>						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
MLB	\$5.99	\$4.42	\$4.72	\$5.93	\$5.63	\$5.51
BFP	\$7.32	\$4.48	\$4.72	\$5.93	\$6.29	\$6.01
<b>PSL</b>						
SL Res/Bus	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2nd Line/home	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
MLB	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Orig MOU</b>	<b>\$0.0353</b>	<b>\$0.0274</b>	<b>\$0.0315</b>	<b>\$0.0262</b>	<b>\$0.0296</b>	<b>\$0.0255</b>
<b>Term MOU</b>	<b>\$0.0353</b>	<b>\$0.0274</b>	<b>\$0.0315</b>	<b>\$0.0262</b>	<b>\$0.0296</b>	<b>\$0.0255</b>
<b>Average MOU Rate</b>	<b>\$0.0353</b>	<b>\$0.0274</b>	<b>\$0.0315</b>	<b>\$0.0262</b>	<b>\$0.0296</b>	<b>\$0.0255</b>

Jan. 1998  
Historical Demand

<u>1/1/98</u>	<u>Summary</u>	<u>Scenario Modeled</u>	<u>Prod. Factor =</u>	<u>5.3%</u>				
	<u>Ameritech</u>	<u>BA</u>	<u>NYNEX</u>	<u>BS</u>	<u>SBC</u>	<u>PAC</u>	<u>USW</u>	<u>Citizens</u>
<b>Revenues</b>								
<b>Usage</b>	\$516,132,697	\$654,643,646	\$1,363,691,754	\$1,039,925,923	\$501,294,847	\$350,228,506	\$782,415,349	\$103,499,007
<b>PSL</b>	\$412,763,774	\$496,713,912	\$386,067,618	\$461,475,997	\$320,499,359	\$265,844,466	\$324,787,957	\$14,064,089
<b>EUCL</b>	\$957,938,031	\$1,080,804,812	\$967,245,140	\$1,227,127,383	\$762,809,619	\$801,559,477	\$830,431,788	\$42,163,306
<b>Sub Total</b>	\$1,886,834,501	\$2,232,162,370	\$2,717,004,511	\$2,728,529,303	\$1,584,603,825	\$1,417,632,448	\$1,937,635,095	\$159,726,402
<b>Other Interstate Access</b>	\$558,505,603	\$696,054,724	\$515,176,779	\$626,807,147	\$546,956,566	\$345,026,127	\$460,963,616	\$16,818,766
<b>Total Access</b>	\$2,445,340,104	\$2,928,217,093	\$3,232,181,291	\$3,355,336,450	\$2,131,560,392	\$1,762,658,575	\$2,398,598,711	\$176,545,168
<b>PC Reduction</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Universal Service Obligation</b>								
<b>Net USF Funding</b>	\$148,971,117	\$154,099,768	\$161,429,914	\$182,535,120	\$109,041,218	\$114,297,357	\$117,682,708	\$9,134,007
<b>Access Flowback</b>	\$120,169,766	\$120,517,731	\$137,272,711	\$156,191,487	\$86,978,010	\$100,931,350	\$97,198,087	\$8,209,705
<b>Rates</b>								
<b>EUCL</b>								
<b>SL Res/Bus</b>	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
<b>2nd Line/Home</b>	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
<b>MLB</b>	\$5.41	\$5.99	\$7.31	\$7.92	\$6.55	\$5.23	\$7.26	\$7.25
<b>BFP</b>	\$5.41	\$5.99	\$7.31	\$7.92	\$6.55	\$5.23	\$7.26	\$7.25
<b>PSL</b>								
<b>SL Res/Bus</b>	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
<b>2nd Line/home</b>	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
<b>MLB</b>	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$3.96	\$4.50	\$4.50
<b>Orig MOU</b>	\$0.014456	\$0.0150	\$0.0334	\$0.0252	\$0.0216	\$0.0100	\$0.0233	\$0.0528
<b>Term MOU</b>	\$0.010415	\$0.0084	\$0.0205	\$0.0111	\$0.0094	\$0.0100	\$0.0108	\$0.0436
<b>Average MOU Rate</b>	\$0.012233	\$0.0114	\$0.0263	\$0.0175	\$0.0149	\$0.0100	\$0.0164	\$0.0477

Jan. 1998  
Historical Demand

<u>1/1/98</u>						
	<u>GTE</u>	<u>Alliant (Lincoln)</u>	<u>Frontier (Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
<b>Revenues</b>						
<b>Usage</b>	\$1,116,054,498	\$10,974,463	\$51,494,139	\$152,071,516	\$417,071,143	\$7,059,497,487
<b>PSL</b>	\$333,865,500	\$5,417,262	\$16,991,005	\$42,933,097	\$125,937,160	\$3,207,361,196
<b>EUCL</b>	\$953,804,823	\$12,791,440	\$44,590,454	\$111,901,513	\$354,682,760	\$8,147,850,545
<b>Sub Total</b>	\$2,403,724,820	\$29,183,165	\$113,075,598	\$306,906,125	\$897,691,064	\$18,414,709,228
<b>Other Interstate Access</b>	\$307,985,913	\$4,382,326	\$17,253,389	\$58,029,334	\$154,277,083	\$4,308,237,373
<b>Total Access</b>	\$2,711,710,733	\$33,565,491	\$130,328,987	\$364,935,460	\$1,051,968,146	\$22,722,946,601
<b>PC Reduction</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Universal Service Obligation</b>						
<b>Net USF Funding</b>	\$144,274,251	\$2,077,829	\$4,747,885	\$20,806,123	\$57,355,205	\$1,226,452,500
<b>Access Flowback</b>	\$128,679,528	\$1,882,866	\$4,237,978	\$17,866,513	\$50,026,153	\$1,030,161,885
<b>Rates</b>						
<b>EUCL</b>						
<b>SL Res/Bus</b>	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
<b>2nd Line/Home</b>	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
<b>MLB</b>	\$8.24	\$5.47	\$6.05	\$7.28	\$7.14	\$6.64
<b>BFP</b>	\$8.24	\$5.47	\$6.05	\$7.28	\$7.14	\$6.77
<b>PSL</b>						
<b>SL Res/Bus</b>	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
<b>2nd Line/home</b>	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
<b>MLB</b>	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$4.43
<b>Orig MOU</b>	\$0.0353	\$0.0231	\$0.0315	\$0.0262	\$0.0296	\$0.0255
<b>Term MOU</b>	\$0.0202	\$0.0154	\$0.0165	\$0.0168	\$0.0178	\$0.0112
<b>Average MOU Rate</b>	\$0.0270	\$0.0188	\$0.0233	\$0.0210	\$0.0231	\$0.0176

July 1998  
Historical Demand

<u>7/1/98</u>	<u>Summary</u>	<u>Scenario Modeled</u>	<u>Prod. Factor =</u>	<u>5.3%</u>				
	<u>Ameritech</u>	<u>BA</u>	<u>NYNEX</u>	<u>BS</u>	<u>SBC</u>	<u>PAC</u>	<u>USW</u>	<u>Citizens</u>
<b>Revenues</b>								
<b>Usage</b>	\$529,463,534	\$596,097,341	\$1,319,399,529	\$982,850,161	\$459,720,240	\$359,587,167	\$741,197,832	\$102,004,309
<b>PSL</b>	\$358,503,229	\$508,287,165	\$395,028,587	\$471,925,402	\$327,795,385	\$226,052,972	\$332,135,637	\$14,371,096
<b>EUCL</b>	\$975,546,576	\$1,101,371,096	\$985,799,915	\$1,249,750,911	\$776,806,457	\$815,408,220	\$845,647,605	\$42,914,020
<b>Sub Total</b>	\$1,863,513,339	\$2,205,755,603	\$2,700,228,031	\$2,704,526,474	\$1,564,322,082	\$1,401,048,359	\$1,918,981,074	\$159,289,425
<b>Other Interstate Access</b>	\$578,546,072	\$721,316,876	\$534,312,765	\$650,354,800	\$566,807,160	\$357,556,232	\$478,093,222	\$17,475,582
<b>Total Access</b>	\$2,442,059,411	\$2,927,072,479	\$3,234,540,796	\$3,354,881,274	\$2,131,129,242	\$1,758,604,591	\$2,397,074,296	\$176,765,008
<b>PC Reduction</b>	\$65,188,444	\$78,135,405	\$86,342,978	\$89,555,352	\$56,888,460	\$46,944,270	\$63,987,610	\$4,718,573
<b>TIC Reduction Complete</b>	TIC Eliminated					TIC Eliminated		
<b>Universal Service Obligation</b>								
<b>Net USF Funding</b>	\$147,809,462	\$152,965,453	\$160,143,214	\$181,091,748	\$108,215,323	\$113,367,007	\$116,775,606	\$9,054,419
<b>Access Flowback</b>	\$118,920,685	\$119,300,103	\$135,922,959	\$154,659,038	\$86,084,425	\$99,940,644	\$96,222,559	\$8,126,136
<b>Rates</b>								
<b>EUCL</b>								
<b>SL Res/Bus</b>	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
<b>2nd Line/Home</b>	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
<b>MLB</b>	\$5.39	\$5.97	\$7.28	\$7.89	\$6.52	\$5.21	\$7.23	\$7.22
<b>BFP</b>	\$5.39	\$5.97	\$7.28	\$7.89	\$6.52	\$5.21	\$7.23	\$7.22
<b>PSL</b>								
<b>SL Res/Bus</b>	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
<b>2nd Line/home</b>	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
<b>MLB</b>	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$3.25	\$4.50	\$4.50
<b>Orig MOU</b>	\$0.0114	\$0.0124	\$0.0334	\$0.0247	\$0.0183	\$0.0099	\$0.0206	\$0.0528
<b>Term MOU</b>	\$0.0103	\$0.0083	\$0.0175	\$0.0090	\$0.0094	\$0.0099	\$0.0106	\$0.0395
<b>Average MOU Rate</b>	\$0.0108	\$0.0101	\$0.0247	\$0.0161	\$0.0134	\$0.0099	\$0.0151	\$0.0455

July 1998  
Historical Demand

<u>7/1/98</u>						
	<u>GTE</u>	<u>Allant (Lincoln)</u>	<u>Frontier (Rochester)</u>	<u>SNET</u>	<u>Sprint</u>	<u>Total</u>
<b>Revenues</b>						
<b>Usage</b>	\$1,079,891,367	\$10,770,879	\$49,646,152	\$147,040,105	\$402,083,766	\$6,705,117,391
<b>PSL</b>	\$341,286,821	\$5,162,343	\$17,367,028	\$43,898,206	\$128,731,389	\$3,170,545,260
<b>EUCL</b>	<u>\$971,083,041</u>	<u>\$13,024,430</u>	<u>\$45,383,549</u>	<u>\$113,938,172</u>	<u>\$361,105,878</u>	<u>\$8,297,779,871</u>
<b>Sub Total</b>	\$2,392,261,229	\$28,957,652	\$112,396,728	\$304,876,483	\$891,921,033	\$18,173,442,522
<b>Other Interstate Access</b>	\$319,137,939	\$4,546,626	\$17,872,863	\$60,072,634	\$159,924,692	\$4,466,017,465
<b>Total Access</b>	\$2,711,399,168	\$33,504,278	\$130,269,592	\$364,949,117	\$1,051,845,725	\$22,639,459,986
<b>PC Reduction</b>	\$72,378,212	\$894,365	\$3,477,422	\$9,741,968	\$28,078,017	\$606,331,077
<b>TIC Reduction Complete</b>	TIC Eliminated		TIC Eliminated		TIC Eliminated	
<b>Universal Service Obligation</b>						
<b>Net USF Funding</b>	\$143,095,892	\$2,060,501	\$4,711,326	\$20,633,204	\$56,883,345	\$1,216,806,500
<b>Access Flowback</b>	\$127,437,767	\$1,864,717	\$4,198,791	\$17,683,788	\$49,525,138	\$1,019,886,750
<b>Rates</b>						
<b>EUCL</b>						
<b>SL Res/Bus</b>	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
<b>2nd Line/Home</b>	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00
<b>MLB</b>	\$8.21	\$5.45	\$6.02	\$7.25	\$7.11	\$6.62
<b>BFP</b>	\$8.21	\$5.45	\$6.02	\$7.25	\$7.11	\$6.74
<b>PSL</b>						
<b>SL Res/Bus</b>	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75
<b>2nd Line/home</b>	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50	\$1.50
<b>MLB</b>	\$4.50	\$4.50	\$4.50	\$4.50	\$4.50	\$4.34
<b>Orig MOU</b>	\$0.0353	\$0.0199	\$0.0287	\$0.0262	\$0.0296	\$0.0230
<b>Term MOU</b>	\$0.0171	\$0.0153	\$0.0160	\$0.0144	\$0.0151	\$0.0105
<b>Average MOU Rate</b>	\$0.0253	\$0.0174	\$0.0217	\$0.0197	\$0.0216	\$0.0163

July 1999  
Historical Demand

<u>7/1/99</u>	Summary	Scenario Modeled	Prod. Factor =	5.3%				
	Ameritech	BA	NYNEX	BS	SBC	PAC	USW	Citizens
<b>Revenues</b>								
Usage	\$557,629,988	\$618,976,406	\$1,101,121,200	\$697,280,276	\$401,961,529	\$379,396,810	\$619,540,001	\$46,722,626
PSL	\$302,538,194	\$442,849,301	\$602,844,384	\$722,620,499	\$353,231,739	\$187,302,147	\$428,141,587	\$21,036,971
<b>EUCL</b>	<b>\$1,014,575,387</b>	<b>\$1,159,717,557</b>	<b>\$1,041,941,570</b>	<b>\$1,317,133,833</b>	<b>\$818,854,320</b>	<b>\$843,957,273</b>	<b>\$891,306,444</b>	<b>\$45,364,902</b>
Sub Total	\$1,874,743,569	\$2,221,543,264	\$2,745,907,155	\$2,737,034,608	\$1,574,047,587	\$1,410,656,230	\$1,938,988,032	\$113,124,498
<b>Other Interstate Access</b>	<b>\$619,044,297</b>	<b>\$771,809,058</b>	<b>\$571,714,659</b>	<b>\$695,879,636</b>	<b>\$606,483,661</b>	<b>\$382,585,168</b>	<b>\$511,559,747</b>	<b>\$18,698,873</b>
<b>Total Access</b>	<b>\$2,493,787,866</b>	<b>\$2,993,352,321</b>	<b>\$3,317,621,813</b>	<b>\$3,432,914,244</b>	<b>\$2,180,531,248</b>	<b>\$1,793,241,398</b>	<b>\$2,450,547,779</b>	<b>\$131,823,371</b>
PC Reduction	\$66,569,286	\$79,904,682	\$88,560,747	\$91,638,368	\$58,207,200	\$47,868,867	\$65,415,033	\$4,844,156
TIC Reduction Complete	TIC Eliminated	TIC Eliminated		TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated
<b>Universal Service Obligation</b>								
Net USF Funding	\$203,951,640	\$205,815,218	\$154,471,332	\$29,754,086	\$76,022,378	\$217,276,220	\$47,785,716	(\$49,646,173)
Access Flowback	\$163,119,374	\$159,886,023	\$130,829,160	\$25,348,035	\$60,268,534	\$190,738,883	\$39,258,488	(\$44,495,713)
<b>Rates</b>								
<b>EUCL</b>								
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$5.37	\$5.94	\$6.14	\$6.14	\$6.14	\$5.19	\$6.14	\$6.14
MLB	\$5.37	\$5.94	\$7.25	\$7.86	\$6.50	\$5.19	\$7.21	\$7.19
BFP	\$5.37	\$5.94	\$7.25	\$7.86	\$6.50	\$5.19	\$7.21	\$7.19
<b>PSL</b>								
SL Res/Bus	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27	\$1.27
2nd Line/home	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54	\$2.54
MLB	\$3.12	\$4.18	\$6.12	\$6.12	\$4.49	\$2.77	\$5.32	\$5.14
Orig MOU	\$0.0102	\$0.0082	\$0.0258	\$0.0104	\$0.0092	\$0.0098	\$0.0104	\$0.0180
Term MOU	\$0.0102	\$0.0082	\$0.0144	\$0.0088	\$0.0092	\$0.0098	\$0.0104	\$0.0180
Average MOU Rate	\$0.0102	\$0.0082	\$0.0195	\$0.0095	\$0.0092	\$0.0098	\$0.0104	\$0.0180

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<u>7/1/99</u>						
	<b>GTE</b>	<b>Aliant (Lincoln)</b>	<b>Frontier (Rochester)</b>	<b>SNET</b>	<b>Sprint</b>	<b>Total</b>
<b>Revenues</b>						
<b>Usage</b>	\$657,067,275	\$11,362,953	\$42,061,437	\$122,311,365	\$247,107,204	\$5,370,385,346
<b>PSL</b>	\$528,484,974	\$0	\$11,667,359	\$67,398,748	\$153,492,040	\$3,821,607,942
<b>EUCL</b>	<u>\$1,023,368,910</u>	<u>\$13,555,608</u>	<u>\$47,762,162</u>	<u>\$120,045,263</u>	<u>\$381,241,749</u>	<u>\$8,718,824,978</u>
<b>Sub Total</b>	\$2,208,921,159	\$24,918,561	\$101,490,957	\$309,755,376	\$781,840,994	\$17,910,818,267
<b>Other Interstate Access</b>	<u>\$341,477,595</u>	<u>\$4,864,890</u>	<u>\$19,123,964</u>	<u>\$64,277,718</u>	<u>\$171,119,420</u>	<u>\$4,466,017,465</u>
<b>Total Access</b>	\$2,550,398,755	\$29,783,451	\$120,614,921	\$374,033,094	\$952,960,415	\$22,376,835,731
<b>PC Reduction</b>	\$74,119,535	\$911,732	\$3,556,555	\$9,984,456	\$28,734,272	\$620,314,888
<b>TIC Reduction Complete</b>	TIC Eliminated		TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated
<b>Universal Service Obligation</b>						
<b>Net USF Funding</b>	(\$226,233,069)	(\$6,335,618)	(\$12,619,107)	\$14,198,448	(\$123,469,605)	\$530,971,464
<b>Access Flowback</b>	(\$201,105,697)	(\$5,717,634)	(\$11,224,408)	\$12,139,000	(\$107,292,950)	\$442,306,744
<b>Rates</b>						
<b>EUCL</b>						
<b>SL Res/Bus</b>	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
<b>2nd Line/Home</b>	\$6.14	\$5.43	\$6.00	\$6.14	\$6.14	\$5.94
<b>MLB</b>	\$8.18	\$5.43	\$6.00	\$7.22	\$7.08	\$6.59
<b>BFP</b>	\$8.18	\$5.43	\$6.00	\$7.22	\$7.08	\$6.72
<b>PSL</b>						
<b>SL Res/Bus</b>	\$1.27	\$0.00	\$1.27	\$1.27	\$1.27	\$1.27
<b>2nd Line/home</b>	\$2.54	\$0.00	\$1.64	\$2.54	\$2.54	\$2.53
<b>MLB</b>	\$6.12	\$0.00	\$0.00	\$6.12	\$3.32	\$4.61
<b>Orig MOU</b>	\$0.0133	\$0.0150	\$0.0159	\$0.0177	\$0.0111	\$0.0121
<b>Term MOU</b>	\$0.0125	\$0.0150	\$0.0159	\$0.0129	\$0.0111	\$0.0103
<b>Average MOU Rate</b>	\$0.0129	\$0.0150	\$0.0159	\$0.0150	\$0.0111	\$0.0111

July 2000  
Historical Demand

<b>7/1/00</b>	<b>Summary</b>	<b>Scenario Modeled</b>	<b>Prod. Factor =</b>	<b>5.3%</b>				
	<b>Ameritech</b>	<b>BA</b>	<b>NYNEX</b>	<b>BS</b>	<b>SBC</b>	<b>PAC</b>	<b>USW</b>	<b>Citizens</b>
<b>Revenues</b>								
<b>Usage</b>	\$587,501,215	\$652,292,535	\$957,704,152	\$704,200,910	\$423,547,873	\$400,432,285	\$651,553,819	\$49,276,601
<b>PSL</b>	\$243,588,804	\$364,595,230	\$706,491,908	\$643,603,365	\$290,085,280	\$146,559,972	\$347,853,687	\$0
<b>EUCL</b>	<u>\$1,050,482,859</u>	<u>\$1,202,973,998</u>	<u>\$1,104,301,263</u>	<u>\$1,393,708,094</u>	<u>\$853,946,234</u>	<u>\$872,757,378</u>	<u>\$941,237,569</u>	<u>\$48,055,527</u>
<b>Sub Total</b>	\$1,881,572,878	\$2,219,861,763	\$2,768,497,322	\$2,741,512,369	\$1,567,579,387	\$1,419,749,635	\$1,940,645,076	\$97,332,128
<b>Other Interstate Access</b>	\$662,377,398	\$825,835,692	\$611,734,685	\$744,591,210	\$648,937,518	\$409,366,130	\$547,368,930	\$20,007,794
<b>Total Access</b>	\$2,543,950,276	\$3,045,697,455	\$3,380,232,007	\$3,486,103,580	\$2,216,516,905	\$1,829,115,765	\$2,488,014,005	\$117,339,922
<b>PC Reduction</b>	\$67,908,324	\$81,301,985	\$90,232,066	\$93,058,206	\$59,167,802	\$48,826,499	\$66,415,158	\$3,559,972
<b>TIC Reduction Complete</b>	TIC Eliminated	TIC Eliminated		TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated
<b>Universal Service Obligation</b>								
<b>Net USF Funding</b>	\$207,940,820	\$210,107,442	\$158,068,646	\$33,781,506	\$78,703,647	\$220,687,864	\$50,651,931	(\$49,518,453)
<b>Access Flowback</b>	\$165,204,358	\$162,080,164	\$133,679,945	\$28,731,366	\$62,059,423	\$192,916,446	\$41,515,162	(\$44,334,831)
<b>Rates</b>								
<b>EUCL</b>								
<b>SL Res/Bus</b>	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
<b>2nd Line/Home</b>	\$5.35	\$5.92	\$7.22	\$7.30	\$6.47	\$5.17	\$7.18	\$7.16
<b>MLB</b>	\$5.35	\$5.92	\$7.22	\$7.83	\$6.47	\$5.17	\$7.18	\$7.16
<b>BFP</b>	\$5.35	\$5.92	\$7.22	\$7.83	\$6.47	\$5.17	\$7.18	\$7.16
<b>PSL</b>								
<b>SL Res/Bus</b>	\$1.80	\$1.80	\$1.80	\$1.80	\$1.80	\$1.67	\$1.80	\$0.00
<b>2nd Line/home</b>	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$3.61	\$0.00
<b>MLB</b>	\$0.83	\$1.87	\$7.79	\$3.48	\$1.66	\$1.05	\$1.95	\$0.00
<b>Orig MOU</b>	\$0.0100	\$0.0081	\$0.0144	\$0.0087	\$0.0091	\$0.0096	\$0.0103	\$0.0178
<b>Term MOU</b>	\$0.0100	\$0.0081	\$0.0142	\$0.0087	\$0.0091	\$0.0096	\$0.0103	\$0.0178
<b>Average MOU Rate</b>	\$0.0100	\$0.0081	\$0.0143	\$0.0087	\$0.0091	\$0.0096	\$0.0103	\$0.0178



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Historical Demand

<u>7/1/00</u>						
	<b>GTE</b>	<b>Aliant (Lincoln)</b>	<b>Frontier (Rochester)</b>	<b>SNET</b>	<b>Sprint</b>	<b>Total</b>
<b>Revenues</b>						
Usage	\$678,690,859	\$11,991,615	\$44,636,376	\$121,935,916	\$261,129,747	\$5,353,495,887
PSL	\$235,506,740	\$0	\$0	\$63,358,014	\$0	\$3,041,642,999
<b>EUCL</b>	<b>\$1,083,063,048</b>	<b>\$14,021,461</b>	<b>\$49,369,953</b>	<b>\$126,758,895</b>	<b>\$402,376,451</b>	<b>\$9,143,052,731</b>
Sub Total	\$1,997,260,647	\$26,013,077	\$94,006,329	\$312,052,825	\$663,506,197	\$17,538,191,618
<b>Other Interstate Access</b>	<b>\$365,381,027</b>	<b>\$5,205,433</b>	<b>\$20,462,641</b>	<b>\$68,777,159</b>	<b>\$183,097,780</b>	<b>\$4,466,017,465</b>
<b>Total Access</b>	<b>\$2,362,641,674</b>	<b>\$31,218,509</b>	<b>\$114,468,970</b>	<b>\$380,829,984</b>	<b>\$846,603,977</b>	<b>\$22,004,209,082</b>
PC Reduction	\$69,024,727	\$810,004	\$3,264,975	\$10,165,893	\$25,746,467	\$619,482,080
TIC Reduction Complete	TIC Eliminated		TIC Eliminated	TIC Eliminated	TIC Eliminated	TIC Eliminated
Universal Service Obligation						
Net USF Funding	(\$223,130,794)	(\$6,281,958)	(\$12,442,262)	\$14,561,220	(\$122,210,807)	\$560,918,800
Access Flowback	(\$198,105,382)	(\$5,650,221)	(\$11,024,276)	\$12,425,131	(\$106,007,431)	\$433,489,855
<b>Rates</b>						
<b>EUCL</b>						
SL Res/Bus	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
2nd Line/Home	\$7.30	\$5.41	\$5.97	\$7.19	\$7.06	\$6.58
MLB	\$8.14	\$5.41	\$5.97	\$7.19	\$7.06	\$6.56
BFP	\$8.14	\$5.41	\$5.97	\$7.19	\$7.06	\$6.69
<b>PSL</b>						
SL Res/Bus	\$1.56	\$0.00	\$0.00	\$1.80	\$0.00	\$1.66
2nd Line/home	\$0.00	\$0.00	\$0.00	\$3.61	\$0.00	\$2.94
MLB	\$0.00	\$0.00	\$0.00	\$5.24	\$0.00	\$2.30
Orig MOU	\$0.0124	\$0.0148	\$0.0157	\$0.0127	\$0.0109	\$0.0100
Term MOU	\$0.0124	\$0.0148	\$0.0157	\$0.0127	\$0.0109	\$0.0100
Average MOU Rate	\$0.0124	\$0.0148	\$0.0157	\$0.0127	\$0.0109	\$0.0100